



2030 Comprehensive Plan **FY2022 Progress Report**

NOVEMBER 2023



Raleigh
Planning

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Introduction

The 2030 Comprehensive Plan was adopted by City Council in October 2009. During the adoption process, City Council and staff committed to an annual review so that recent trends could be analyzed and past decisions compared with the policy guidance contained within the plan. Additionally, Action Item IM 3.2 states that an annual progress report shall be prepared that includes key accomplishments, critical issues, and key implementing agencies. Each year, staff provides a detailed account of the past year's actions, and how these actions align with policy direction contained within the plan. If recent actions or emerging trends shift policy, a recommendation to amend the plan may be provided. This report examines the zoning decisions of the fiscal year 2022, covering the period from July 1, 2021, to June 30, 2022.

Also included in this report is a survey of newly emerging trends. In the past, this report has included the status of action items in the 2030 Comprehensive Plan. That section has been omitted from this edition of the report because the FY2021 Progress Report was completed so recently when this edition of the Progress Report was begun. Reporting was expected to be of diminished value with such a short period between report surveys.



A Rezoning Cases

Comprehensive Plan action item LU 1.4 states that the city should “maintain the currency of the Future Land Use Map (FLUM) through periodic re-evaluation and revision of the map based on analysis of growth and development needs and trends, small area studies and special area studies.”

One opportunity to review the Future Land Use Map is in concert with recent rezoning actions. North Carolina law requires that the City Council make a finding on each rezoning decision regarding consistency with the Comprehensive Plan and whether the amendment is reasonable and in the public interest. Staff performs an analysis of rezoning requests to make two determinations on the consistency of each request based on the land use classification in the Future Land Use Map and any applicable policy guidance contained within the plan.

An inconsistent request is for a zoning district that is different from what is envisioned in the Future Land Use Map or the Comprehensive Plan overall. The Council can and does approve rezoning requests deemed inconsistent with the Future Land Use Map and/or the 2030 Comprehensive Plan, but a finding of inconsistency places greater emphasis on showing how the decision advances the public interest.

This section presents a summary of the rezoning actions taken from July 1, 2021, to June 30, 2022 (Fiscal Year 2022), with additional information about rezoning cases that were deemed inconsistent with the Future Land Use Map, the Comprehensive Plan, or both.

FY2022 Zoning Decisions

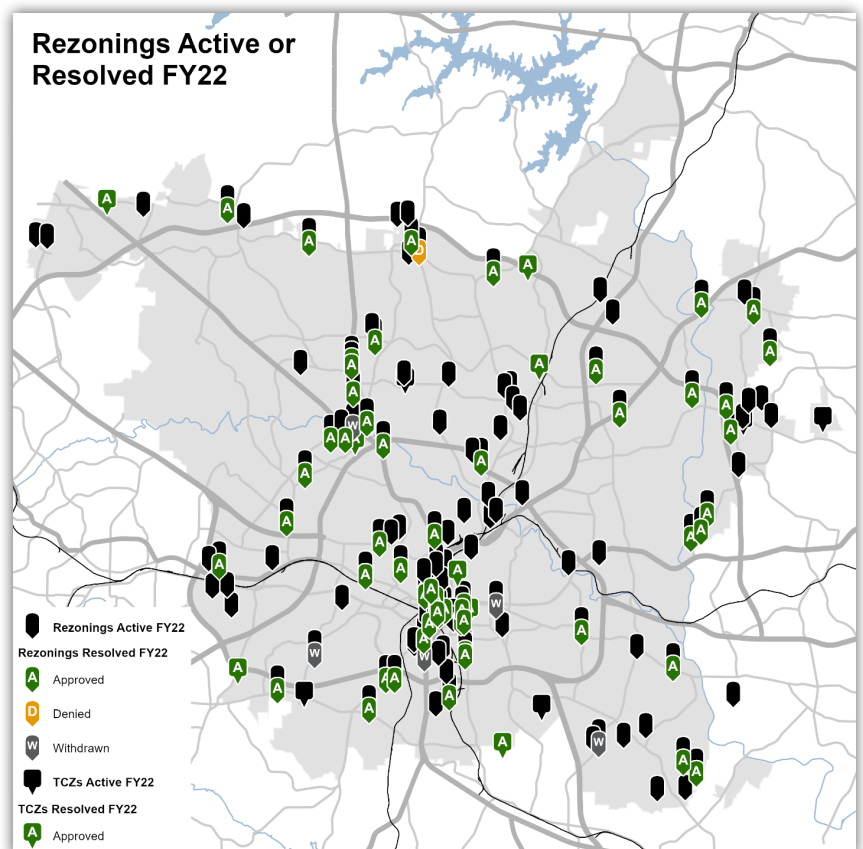
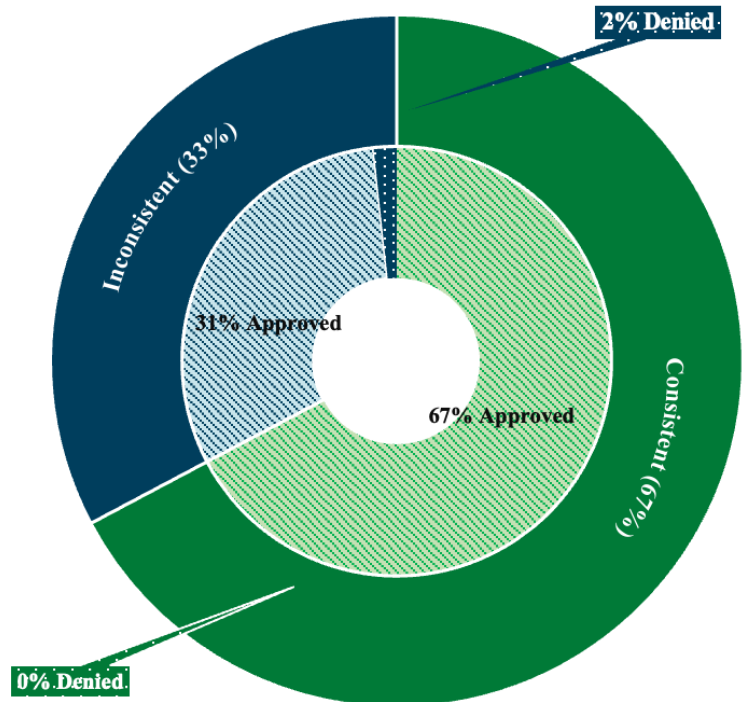
Ninety-six complete rezoning requests were submitted in Fiscal Year 2022 (FY2022). Another 37 rezoning cases were submitted in previous years and still pending at the start of FY2022) on July 1, 2022. Of the 133 rezoning cases active during this reporting period, 64 (48%) were resolved prior to the start of the next fiscal year (Table 1).

Table 1: Rezoning Requests Originated or Resolved During FY2022.

	Active Cases
Submitted prior to and still pending in FY2022	37
Submitted during FY2022	96
Total	133
	Resolved Cases
Approved FY2022	58
Denied FY2022	1
Withdrawn FY2022	5
Total	64
	Unresolved Cases
Submitted prior to FY2022	2
Submitted during FY2022	67
Total	69

Figure 1. Consistency of Approved and Denied Rezoning During 2022.

Of the 59 cases that were approved or denied during FY2022, the City Council approved 58 and denied 1. Five requests were withdrawn prior to Council action. Forty of the approved rezoning requests were deemed consistent by staff with land use planning policy. Of the remaining approved rezoning requests, 14 were deemed inconsistent with the Future Land Use Map only, 1 was deemed inconsistent with the overall 2030 Comprehensive Plan only, and 3 were deemed inconsistent with both, or doubly inconsistent. The single denied request was doubly inconsistent.



Approved Cases Found Inconsistent with the Future Land Use Map and/or Comprehensive Plan

Z-55-20 (Lake Wheeler Road & Batts Street) 4.75 acres were rezoned from R-4, and RX-3 with SHOD-2 and with SRPOD to RX-3-CU, retaining both overlays. Zoning conditions specify that Batts Street will be limited to pedestrian and emergency access. If a full public street connection is possible in the future, vehicle access would be permitted at that time. The request is inconsistent with the FLUM designation of Moderate Scale Residential, but consistent with the Comprehensive Plan overall, namely policies that support increasing housing supply and variety and infill development. It was submitted April 1, 2021, and approved August 23, 2021.

Z-60-20 (Lake Wheeler Road, Hammell Drive, South Saunders Street) 7.52 acres were rezoned from IX-3 and R-4 to CX-20-UL-CU. The rezoning includes seven conditions which limit certain uses, limit dwelling unit density and office and retail area, require a public art installation, restrict parking screening, and specify lighting within parking structures. This request is inconsistent with the FLUM designation of High Scale Residential and the Comprehensive Plan overall but deemed in the public interest as it increased entitlement along a future transit corridor. It was submitted November 13, 2020, and approved October 19, 2021.

Z-68-20 (Hillsborough Street) 1.05 acres were rezoned from NX-4-SH and R-6 to CX-7-SH-CU with SRPOD. The rezoning includes ten conditions which prohibit certain uses, limit residential unit size, limit height, require a public amenity and a public art installation, restricts façade materials, and required a public bicycle and scooter parking amenity. This request is consistent with the FLUM designation of Neighborhood Mixed-Use, but inconsistent with other policy guidance in the Comprehensive Plan, namely policies for housing preservation and cultural resource preservation. City Council deemed the request in the public interest because it increased entitlement along a future transit corridor. The request was submitted December 3, 2021, and approved April 5, 2022.

Z-03-21 (Preston Place) 0.18 acres were rezoned from CM to R-6. Staff found this request inconsistent with the FLUM designation of Public Parks & Open

Space but consistent with the Comprehensive Plan overall. The request was submitted March 16, 2021, and approved July 6, 2021.

Z-23-21 (Kirkland Road) 1.49 acres were rezoned from R-4 with SRPOD and SHOD-2 to IX-3-CU, keeping both overlays. Zoning conditions limited certain uses. Staff found the request to be inconsistent with the FLUM designation of Office and Residential Mixed use but consistent with the Comprehensive Plan overall, namely goals for economic prosperity and equity and policies that support zoning for employment and the location of industrial areas. The request was submitted May 6, 2021, and approved September 7, 2021.

Z-25-21 (Six Forks Road) 7.44 acres were rezoned from R-1 with FWPOD to R-10-CU, keeping the watershed protection overlay. Zoning conditions restricted apartment building types and limited residential density. Staff found this request inconsistent with the FLUM designation of Institutional but consistent with the Comprehensive Plan overall, namely goals around expanding housing choices and managing growth. The request was submitted May 6, 2021, and approved October 19, 2021.

Z-37-21 (Falls of Neuse Road) 1.28 acres were rezoned from NX-3-PL-CU and R-4 to NX-3-PL-CU. Eleven zoning conditions were submitted prohibiting certain uses, restricting restaurant use, restricting vehicular access, and requiring buffering from adjacent sites. Staff found this request inconsistent with the FLUM designation of Office & Residential Mixed Use but consistent with the Comprehensive Plan overall, namely policies supporting compatible infill development. The request was submitted June 16, 2021, and approved October 19, 2021.

Z-38-21 (Knowles Street) 35.77 acres were rezoned from IX-3 to CX-5-CU. Zoning conditions limited the number of allowable residential units, prohibited certain uses, and required a neighborhood transition yard. Staff found this request inconsistent with the FLUM designation of Business & Commercial Services but consistent with the Comprehensive Plan overall, namely goals around encouraging mixed-use development and access to transit. The request was submitted June 17, 2021, and approved November 16, 2021.

Z-41-21 (Bloodworth, Cabarrus, and Person Streets)

1.69 acres were rezoned from DX-3-DE with HOD-G to DX-3-UG and remove the historic overlay district. Zoning conditions prohibit ten uses otherwise permitted in DX districts. Consistent with the FLUM designation of Central Business District but inconsistent with the Comprehensive Plan overall, particularly with regard to policies pertaining to infill compatibility and protecting the historic character of the area. Submitted July 2, 2021, and approved March 1, 2022.

Z-44-21 (Battle Bridge Road)

Conditional use request to rezone 31.98 acres from R-4 to R-10-CU. Zoning conditions will: (1) provide for dedication of a greenway easement as shown on the Capital Greenway Master Plan; (2) limit the maximum number of dwelling units to 200; (3) prohibit the uses of cemetery, outdoor sports and entertainment facility, remote parking, telecommunications towers, and schools; (4) stipulate that all units on the property would be affordable and leased to seniors (age 55 and over) having income of 80% or less than the area median income for a period of no less than 40 years after the date of issuance of a certificate of occupancy; and (5) limit building height to a maximum of two stories or 40 feet. Inconsistent with the FLUM designation of Low Scale Residential but consistent with the Comprehensive Plan overall, especially with policies regarding location of growth, density transitions, and housing variety. Submitted July 1, 2021, and approved December 7, 2021.

Z-46-21 (South Saunders and West South Streets)

Conditional use request to rezone 0.61 acres from NX-3-UL to IX-3-UL-CU. Zoning conditions prohibit certain uses, apply restrictions to permitted uses, require short term bike parking, and require the construction of a fence on the eastern property line. Inconsistent with the FLUM designation of Neighborhood Mixed Use but consistent with the Comprehensive Plan overall, particularly policies relevant to station area land uses and attracting investment to emerging neighborhoods. Submitted July 14, 2021, and approved November 2, 2021.

Z-53-21 (Tryon Road) Conditional use request to rezone 10.6 acres from R-10 to RX-4-CU. Zoning conditions limit density to 25 dwelling units per acre, and limit uses to residential only. Inconsistent with the FLUM designation of Moderate Scale Residential but consistent with the Comprehensive Plan overall,

namely policies related to infill development and zoning for housing. Submitted September 2, 2021, and approved February 1, 2022.

Z-54-21 (Louisburg Road) Conditional use request to rezone 11.28 acres from Residential-1 (R-1), Residential-6 (R-6), and Office Mixed Use-3 Stories-Parkway-Conditional Use (OX-3-PK-CU) to Residential Mixed Use-7 Stories-Conditional Use (RX-7-CU). Conditions prohibit certain uses, limit number of dwelling units to 260, limit building height to six stories and 90 feet, require an eight-foot-wide pedestrian path from internal sidewalks to the greenway corridor on the site, and require a 25-foot-wide planted buffer along Louisburg Road. Inconsistent with the FLUM designation of Moderate Scale Residential but consistent with the Comprehensive Plan overall, especially policies pertaining to housing variety, greenway-oriented development, and tree canopy restoration. Submitted September 2, 2021, and approved April 5, 2022.

Z-60-21 (Tryon Road) Conditional use request to rezone 6.24 acres from Residential-1 (R-1) and Industrial Mixed Use, 3 stories, Parking Limited Frontage (IX-3-PL) with the Swift Creek Watershed Protection Overlay District (SWPOD), a Special Residential Parking Overlay District (SRPOD) and Special Highway Overlay District-1 (SHOD-1) to Industrial Mixed Use, 3 stories, Conditional Use and retain all 3 overlay districts. Conditions prohibited certain uses including drive-throughs and outdoor dining, capped height at 2 stories, capped floor area at 100,000 square feet, and required a landscaped buffer and prohibited building between the site and the adjacent residential subdivision. The case was deemed inconsistent with the Future Land Use Map as well as the Comprehensive Plan Overall. The case was filed on September 22, 2021. City Council approved the case on May 17, 2021, deciding it was in the public interest as it allowed the expansion of existing light industrial uses on the site.

Z-68-21 (Glenwood Avenue) Conditional use request to rezone 0.2 acres from CX-3-UG-CU to CX-3-CU. Conditions limit development on the site to one building, prohibit some uses, prohibit drive-through facilities, and require screening of dumpsters. Inconsistent with both the FLUM designation of Neighborhood Mixed Use and the Comprehensive Plan overall, namely policies regarding the impact of commercial uses. Submitted October 13, 2021, and approved April 5, 2022.

Z-76-21 (Strickland Road) Conditional use request to rezone 4.09 acres from R-4 to RX-4-CU. Zoning conditions specify building cladding materials, specify roof pitch and materials, specify existing wells and septic tanks be capped and removed, require any buildings and vehicle parking be at least 150 feet from the southern property boundary, require any buildings be located least 30 feet from the paved edge of Strickland Road and would limit uses to residential, minor utilities, and accessory uses. Conditions also limit the site to a maximum of 89 residential units and require a Type C2 Street Protective Yard be established along Strickland Road. Inconsistent with the FLUM designation of Institutional but consistent with the Comprehensive Plan overall, namely policies regarding housing supply and diversity. Submitted November 9, 2021, and approved June 7, 2022.

Z-77-21 (Edwards Mill Road) Conditional use request to rezone 3.07 acres from OX-7-UL-CU to CX-7-CU. Zoning conditions will: (1) eliminate many uses permitted in CX- considered inappropriate at this location; (2) subject personal service uses to the use regulations applicable to the OX- district; (3) limit standalone retail or restaurant uses to two stories and a maximum building height of 36 feet; (4) limit hours of operation of any retail or restaurant use to those between 6:00 AM and 12:00 midnight; (5) prohibit drive-through or drive-in facilities for any eating establishment; (6) provide a 75 foot buffer along the property line shared with the Martinique condominium neighborhood; (7) limit building height to 4 stories or 60 feet between the buffer described in Condition #6 and 250 feet from the property line shared with 4515 Edwards Mill Road. The maximum building height for any building greater than 250 feet from the property line shared with 4515 Edwards Mill Road shall not exceed six (6) stories or 90 feet; (8) locate a principal building facade within 100 feet of Parklake Avenue, with an entrance facing Parklake Avenue with direct pedestrian access to the sidewalk. Said façade shall have no less than 50% of its total length located within 100 feet of Parklake Avenue, with some portion of the façade also to be located within 100 feet of Old Edwards Mill Road. Outdoor amenity areas may be used in place of, or in addition to, the façade in order to satisfy the requirements of this condition; (9) permit a maximum of two (2) bays of onsite parking with a single drive aisle between any principal building and Parklake Avenue; (10) screen any structured parking located at the perimeter of a building; and (11)

Screen internal light sources of any parking structure so they shall not be visible from the adjacent public right-of-way or adjacent parcels; direct upward or shield any light fixtures that are directly visible from the exterior of a parking structure, with lighting levels measured at the property line of parcels adjacent to the structured parking deck not to exceed 0.5 foot candles. Inconsistent with the FLUM designation of Office & Residential Mixed Use but consistent with the Comprehensive Plan overall, particularly policies on the intensity of development with City Growth Centers, including building height transitions and buffering requirements and the scale and design of new commercial uses. Submitted November 5, 2021, and approved March 15, 2022.

Z-92-21 (Nowell Road and Corporate Center Drive) Conditional use request to rezone 5.39 acres from R-4, OP-3-CU, and OP-4-PK to RX-7-CU. Residential development is limited by condition to not exceed 235 units. Inconsistent with the FLUM designation of Office Research and Development but consistent with the Comprehensive Plan overall, namely policies related to buffering denser housing of diverse building types and providing appropriate transitions. Submitted January 19, 2021, and approved June 21, 2022.

Future Land Use Map Changes Based on 2022 Decisions

The approval of rezoning requests that are inconsistent with the Future Land Use Map or Comprehensive Plan decreased marginally between FY2021 and FY2022. Approximately 37% of approved requests in FY21 were inconsistent with either the FLUM or the plan. In FY2022, that rate was approximately 33%. Four of the map amendments were from a district where residential uses were not permitted, such as Parks & Open Space, Institutional, and Office, Research & Development, to a district that allowed residential uses. Four other map amendments were to districts that allow a higher scale of residential development Table 2 summarizes all changes made to the Future Land Use map due to approved inconsistent rezoning requests.

Table 2: Future Land Use Map Amendments

Case	Original FLUM Designation	New FLUM Designation
Z-55-20 (Lake Wheeler Road & Batts Street)	Moderate Scale Residential	Medium Scale Residential
Z-60-20 (Lake Wheeler Road, Hammell Drive, South Saunders Street)	Higher Scale Residential	Regional Mixed Use
Z-3-21 (5601 Preston Place)	Public Parks & Open Space	Low Scale Residential
Z-23-21 (1441 Kirkland Road)	Office & Residential Mixed Use	Business & Commercial Services
Z-25-21 (9121 Six Forks Road; portion of)	Institutional	Low Scale Residential
Z-37-21 (8304, 8308 Falls of Neuse Road)	Office & Residential Mixed Use	Neighborhood Mixed Use
Z-38-21 (100 Knowles Street)	Business & Commercial Services	Community Mixed Use
Z-44-21 (6525 Battle Bridge Road)	Low Scale Residential	Moderate Scale Residential
Z-46-21 (611 S Saunders Street, 516 1/2, 516, 518 West South Street)	Neighborhood Mixed Use	Business & Commercial Services
Z-53-21 (2300, 2310 Tryon Road)	Moderate Scale Residential	Medium Scale Residential
Z-54-21 (0, 5000 Louisburg Road)	Moderate Scale Residential	Medium Scale Residential
Z-60-21 (4324, 4404, 4408, 4412 Tryon Road)	Office & Residential Mixed Use	Business & Commercial Services
Z-68-21 (1624 Glenwood Avenue; portion of)	Neighborhood Mixed Use	Community Mixed Use
Z-76-21 (12117 Strickland Road)	Institutional	Medium Scale Residential
Z-77-21 (4501 Edwards Mill Road)	Office & Residential Mixed Use	Community Mixed Use
Z-92-21 (959, 961, 965 Nowell Road; 0 Corporate Center Drive)	Office/Research & Development	Medium Scale Residential

FY2022 Text Changes to Zoning Conditions (TCZ) Decisions

There were eight total text changes to zoning conditions (TCZ) requests submitted during Fiscal Year 2022. Three were approved during that time period and five remained unresolved into the next fiscal year. Of the approved cases, two were deemed inconsistent with the Future Land Use Map, resulting in map amendments from Office and Residential Mixed Use to Community Mixed Use and High Density Residential to Office & Residential Mixed Use. All were deemed consistent with the Comprehensive Plan overall.

Table 3. Text Changes to Zoning Requests Originated or Resolved During FY22.

	Active Cases
Submitted before July 1, 2021, pending on July 1, 2022	0
Submitted after July 1, 2021	8
Total	8
	Resolved Cases
Approved FY2022	3
Denied FY2022	0
Withdrawn FY2022	0
Total	3

Approved Text Changes to Zoning Conditions (TCZ)

TCZ-47-21 (ACC Boulevard) Approximately 7.0 acres were rezoned. Updated conditions prohibit the use of adult establishments, add up to 350 dwelling units and 40,000 square feet of Commercial uses to existing permitted developments of a 165-unit hotel or 46,200 square feet of Office uses, and specify a pedestrian entrance requirement facing ACC Boulevard upon development. This request is consistent with the 2030 Comprehensive Plan and inconsistent with the Future Land Use Map.

TCZ-48-21 (Woodsborough Place) Approximately 0.8 acres were rezoned. Updated conditions prohibit motel and hotels, vinyl siding and synthetic stucco (EIFS) as an exterior building material and provide a list of permitted exterior building materials. This request is consistent with the 2030 Comprehensive Plan and inconsistent with the Future Land Use Map.

TCZ-58-21 (Falls Valley Drive) – Approximately 3.2 acres were rezoned. Updated conditions add a fifth phase to the PD, apply CX as the base district and five stories as the maximum height, limit height near Coxindale Drive, prohibit some uses, and apply hours of operation for non-residential uses. This request is consistent with the 2030 Comprehensive Plan and the Future Land Use Map.

Pending Text Changes to Zoning Conditions (TCZ)

TCZ-91-21 (Buffaloe & Robertson Grove Road) Approximately 279.78 acres are requested for a text change to zoning conditions to revise and/or replace the existing conditions of Z-45-06 Buffaloe Road dated 11/28/06. Revised zoning conditions would: (1) provide for recreational facilities, (2) cap the maximum number of dwelling units at 1000 dwelling units; (3) require the dedication of a 2- to 3-acre site for a fire/public safety station; (4) set aside no less than twenty percent (20%) of the Property as open space; (5) specify open space transitions areas of 50' average width (ranging from 12.50' to 75' wide) between the recorded lots of future subdivision development and fifteen (15) of eighteen (18) adjoining properties to the south, east and west of the site. The open space areas may include public or private greenways. This request is consistent with the 2030 Comprehensive Plan and the Future Land Use Map.

TCZ-26-22 (Olde Birch Drive) Approximately 10.4 acres are requested to be rezoned. Proposed zoning conditions prohibit apartment units that are stacked vertically, i.e., townhouse-style apartments are permitted. This request is consistent with the 2030 Comprehensive Plan and the Future Land Use Map.

TCZ-28-22 (Buffaloe Road) Approximately 22.9 acres are requested to be rezoned. Proposed conditions would modify the existing zoning conditions on the site to allow highway retail uses with NX use standards, allow additional parking along Buffaloe Road, and prohibit vertically attached apartment units. Existing conditions to be removed include a provision for right-of-way reimbursement, requirement for a landscaping protective yard, requirement to comply with a "unity of development" standard, provision for a traffic study, requirement for City Council site plan removal, and requirement for a covenant to allocate square footage of various uses among the properties. This request is consistent with the 2030 Comprehensive Plan and the Future Land Use Map.

TCZ-33-22 (West Millbrook Road) Approximately 5.8 acres are requested to be rezoned. The request modifies existing conditions such that 1) the maximum number of residential units would be lowered by 15, from 112 to 97; and 2) the requirement for tree preservation south of Millbrook Road would be removed. Existing conditions that 3) prohibit non-residential uses; 4) limit building height in certain scenarios; 5) provide a buffer to property to the north and a tree planting along North Hills Drive; 6) add a 215-foot building setback from Shelly Lake Park; and 7) provide an alternate street section plan for North Hills Drive remain in place. This request is consistent with the 2030 Comprehensive Plan and the Future Land Use Map.

TCZ-44-22 (Tryon Road) Approximately 3.7 acres are requested to be rezoned. Proposed conditions remove a zoning condition limiting exterior building materials. This request is consistent with the 2030 Comprehensive Plan and the Future Land Use Map.



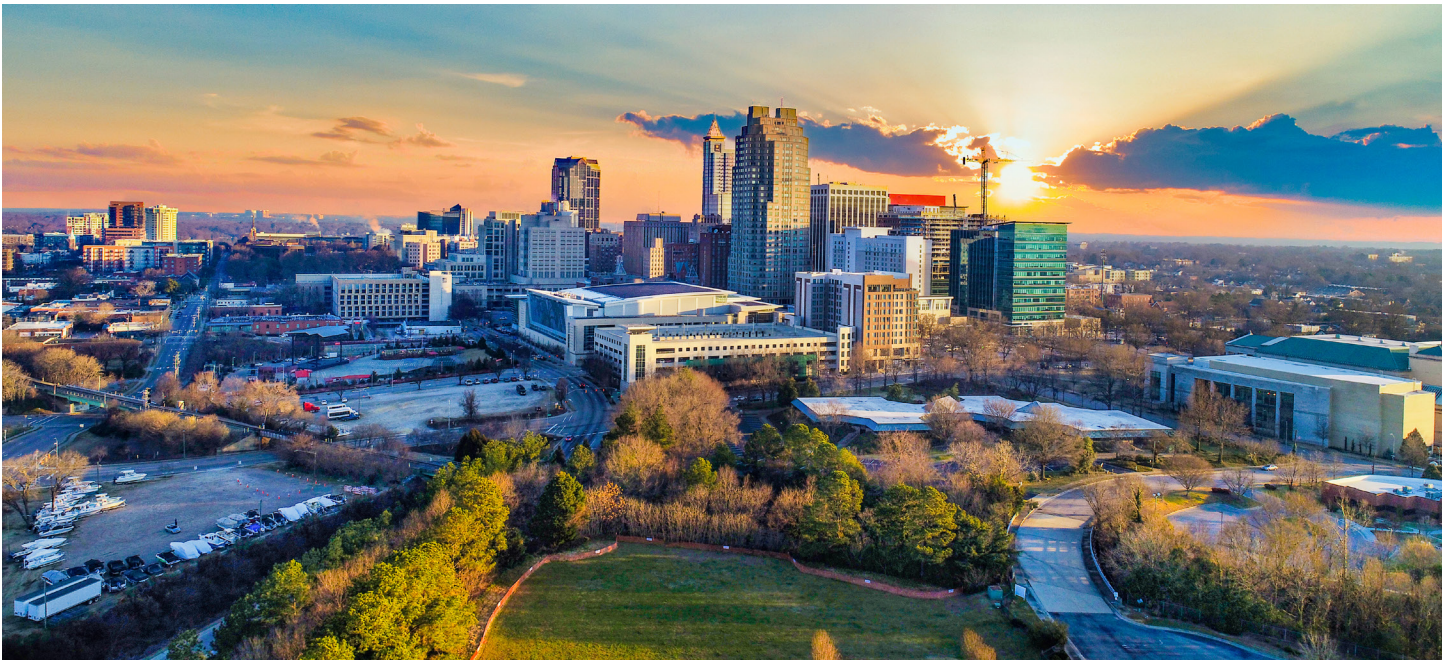
Trends in Rezoning

Of the 58 rezoning requests that City Council approved in fiscal year 2022, 40 were consistent with all policy guidance. Of the 3 text changes to zoning conditions approved during that time, one was consistent with all policy guidance. Requests deemed consistent with policy proposed denser development in the downtown core, adding additional height or a mix of uses, denser development along future transit corridors, and increased residential development along Raleigh's boundaries with other jurisdictions, notably the north and east.

The majority of approved inconsistent requests were found inconsistent with the Future Land Use Map, but consistent with other policies and themes in the Comprehensive Plan overall. These 13 cases aligned predominantly with goals to expand housing choice and

coordinate land use and transportation. Only one case was found consistent with the Future Land Use Map but inconsistent with the Comprehensive Plan. City Council deemed that request in the public interest as it increased density in the downtown core and allowed the expansion of an existing, well-established community service. Four cases were found doubly inconsistent but approved by City Council. These cases increase density along future transit corridors or, in one case changed conditions and removed a frontage district to allow for the expansion of an existing restaurant use.

Overall, the most common requests were for a change in the base district to a mixed-use district. The second most common were requests for increased height. The third most common category of requests were for a removal or change to an existing overlay district that would allow additional entitlement.



B Text Changes

The City Council reviews alterations to the Unified Development Ordinance (UDO) through the text change process. In some instances, changes to the UDO may be a reaction to an existing deficiency. In other instances, a more proactive approach can address anticipated issues, guided by the adopted Comprehensive Plan Action Items.

A text change can be initiated by a resident, city staff, the Planning Commission, or the City Council. With the adoption of the 2030 Comprehensive Plan, staff committed to analyze each text change in accordance with the policy directives of the plan.

Text Change #	Ordinance #	Text Change Name	Date Adopted	Date Effective
TC-5-20	(263-TC-451)	Missing Middle Housing	7/6/2021	8/5/2021
TC-13-20	(292-TC-455)	Outdoor Bar Seating in Neighborhood Mixed-Use District	10/5/2021	10/10/2021
TC-17A-20	(293-TC-456)	Transit Overlay Districts	10/5/2021	10/10/2021
TC-22-20	(304-TC-459)	Multiple Module Height Method	11/2/2021	12/2/2021
TC-3-21	(291-TC-454)	Bicycle Street Cross-Sections	10/5/2021	11/19/2021
TC-4-21	(374-TC-467)	Transit Street Cross-Sections and Green Plus Frontage	5/17/2022	6/16/2022
TC-5-21	(284-TC-453)	City Tree Manual	9/21/2021	10/21/2021
TC-6-21	(315-TC-461)	Tiny Houses	12/7/2021	3/7/2022
TC-7-21	(274-TC-452)	DX Digital Signage	9/7/2021	10/7/2021
TC-9-21	(299-TC-457)	Development Agreements	10/19/2021	11/18/2021
TC-10-21	(300-TC-458)	Conflicts of Interest, 160D References, and Composition of Boards and Commissions	10/19/2021	10/24/2021
TC-11-21	(352-TC-464)	Parking Minimums, Maximums, and Mitigations	3/15/2022	5/14/2022
TC-12-21	(383-TC-469)	Live-Work Accessory Use	6/7/2022	9/5/2022
TC-13-21	(312-TC-460)	Vehicle Fuel Sales Use Standards	12/7/2021	1/6/2022
TC-14-21	(316-TC-462)	Breweries, Wineries, Distilleries, Cideries in Commercial Mixed-Use District	12/7/2021	12/22/2021
TC-15-21	(353-TC-465)	Towing Yards	3/15/2022	4/14/2022
TC-17-21	(328-TC-463)	Playground Equipment and Accessory Structures	1/18/2022	1/23/2022
TC-20-21	(362-TC-466)	Missing Middle 2.0	5/10/2022	8/8/2022
TC-4-22	(375-TC-468)	Flood Hazard Areas Effective Date	5/17/2022	7/19/2022

Approved Text Changes

TC-5-20 Missing Middle Housing – Increases housing options by expanding the allowable building types, adjusting minimum yards, lot, and site areas, and removing unit per acre density restrictions in most residential zoning districts.

TC-13-20 Outdoor Bar Seating in Neighborhood Mixed Use District – Increase the maximum amount of outdoor seating allowable at bars, nightclubs, taverns, and lounges in the Neighborhood Mixed Use District (NX) from 8 to 20.

TC-17A-20 Transit Overlay Districts – Modifies the Transit Overlay District to reflect priorities and strategies identified during the Equitable Development Around Transit (EDAT) planning process.

TC-22-20 Multiple Module Height Method – modifies the height standards for buildings with multiple modules.

TC-3-21 Bicycle Street Cross-Sections – revises street cross-section standards to include a minimum 5-foot bike lane and 1.5-foot buffer within the streetscape.

TC-4-21 Transit Street Cross-Sections and Green Plus Frontage – creates a new busway street cross-section and corresponding Green Plus Frontage zoning designation.

TC-5-21 City Tree Manual – Revises the City Tree Manual to remove the Frequently Asked Questions section, and revise the permit application requirements, tree quality standards, and tree planning standards among other revisions.

TC-6-21 Tiny Houses – Facilitates the creation of "Tiny Houses" within city limits by defining Tiny House as a building type, providing dimensional and setback standards, and specifying where they may legally be built.

TC-7-21 DX Digital Signage – Creates a new DX Digital Sign type, allowable in the Downtown Mixed-Use District.

TC-9-21 Development Agreements – Adds a Development Agreement definition and standards to the Unified Development Ordinance.

TC-10-21 Conflicts of Interest, 160D References, and Composition of Boards and Commissions – Requires representation from at least one resident of Raleigh's extraterritorial jurisdiction representation on city boards and commissions, adds a new section defining conflicts of interest on city boards and commissions, and revises standards for appeals to the Board of Adjustment (NC Gen Stat. 160D-1402).

TC-11-21 Parking Minimums, Maximums, and Mitigations – Revises parking standards to eliminate vehicular parking minimums in all districts and include standards for bicycle parking, among other revisions.

TC-12-21 Live-Work Accessory Use – Creates a new live-work accessory use to allow for more neighborhood-scale commerce in residential areas.

TC-13-21 Vehicle Fuel Sales Use Standards – revises the standards for the land use "vehicle fuel sales" to require a buffer where fuel pumps are within 100 feet of a residential district or residential use.

TC-14-21 Breweries, Wineries, Distilleries, and Cideries in Commercial Mixed-Use District – Adds a definition and standards for "cidery," an allows breweries, wineries, distilleries, and cideries in the Commercial Mixed-Use district.

TC-15-21 Towing Yards – Allows towing yards for vehicles in the Industrial Mixed Use zoning district.

TC-17-21 Playground Equipment and Accessory Structures – Revises the regulations of accessory structures to define playsets and exempt playsets from accessory structure regulations.

TC-20-21 Missing Middle 2.0 – Increases housing options by expanding the allowable building types, adjusting minimum lot and site dimensional standards across residential zoning districts and allowing higher density development near high-frequency transit.

TC-4-22 Flood Hazard Areas Effective Date – Delayed the effective date of flood hazard area development standards to coincide with the delayed release of revised floodplain maps from the Federal Emergency Management Agency (FEMA).

Pending Text Changes

TC-20-20 Permit Choice and Vested Rights – Would codify procedures for permit choice and vested rights.

TC-21-20 Miscellaneous Zoning Permits – Would establish a formal process for the application, review, and issuance of Miscellaneous Zoning Permits that fall outside the established Site Plan tiers. In addition, it would specify that certain uses and improvements are exempt from this process, even if otherwise regulated by the UDO.

TC-2-21 Parking Structure and Lighting Screening – Would amend the Part 10 Unified Development Ordinance to establish screening and lighting regulations for parking structures citywide. In addition, the text change would revise existing screening requirements for urban frontages and expands these provisions to the DX- district.

TC-16-21 Neighborhood Commercial – Would expand allowances for stand-alone commercial uses in residential districts.

TC-18-21 Accessory Structures – Would modify development standards for accessory structures, removes the prohibition on variances to the accessory structure regulations, and consolidates allowable setback encroachments for certain building features and other minor improvements.

TC-19-21 Protective Yards – Would permit limited variances to certain use standards for buffering and landscaping requirements between adjacent properties and/or right-of-way.

TC-21-21 Cameron Park NCOD – Would modify the existing regulations for the Neighborhood Conservation Overlay District (NCOD) for the Cameron Park Neighborhood, and update terminology to synchronize with existing terms found elsewhere within the Unified Development Ordinance. The text change would also reduce the maximum lot size to 10,000 square feet, institute a new minimum lot size of 6,000 square feet (4,000 square feet for townhomes) and modify other setback requirements. It would also set a maximum building footprint for accessory structures and accessory dwelling units (ADUs).

TC-1-22 Food Trucks and Mobile Vending – Would create flexibility for food truck and mobile vending operators. Elements include reducing separation requirements between mobile vendors and brick-and-mortar establishments, allowing mobile vendors to operate on lots without another principal use, and permitting food truck courts wherein multiple vendors could operate collectively.

TC-2-22 Tree Preservation and Planting – Creates Tree Conservation Area requirements for lots 1-2 acres in size, create significant or heritage tree provisions require tree planting for smaller lots that don't require tree conservation area.

TC-3-22 Omnibus List 2022 – Proposes thirty-one (31) separate text changes to the UDO in a single proposal. Staff utilizes the omnibus text change program to ensure continuous improvement of the UDO in a more efficient manner by bundling several corrections and improvements into a single ordinance. Items included in the omnibus are modest in their impact and address minor, rather than major, policy areas.

TC-5-22 Roadway Construction, Nonconformities, and Signage – Would amend the UDO to mitigate impacts on private property from public street right-of-way and easement acquisition for City projects and to clarify that, except for government-owned signage, temporary signage shall remain prohibited within the public street right-of-way.

TC-7-22 Co-Living – Would create a new group living use titled co-living, which would permit more than four unrelated people to live together while potentially sharing cooking and sanitation facilities.

Trends in Text Changes

During fiscal year 2022 multiple adopted text changes were aimed at expanding housing options. Namely, TC-5-20 Missing Middle Housing, TC-6-21 Tiny Houses, and TC-20-21 Missing Middle 2.0. These text changes introduced new building types in residential districts and increased corresponding densities. Key elements include permissions for duplexes, townhouses, and small homes on small lots. TC-20-21 also established the Frequent Transit Development Option which is designed to focus and incentivize development near future transit investments.

Another trend was external requests to expand where certain uses are permitted. TC-13-20 Outdoor Bar Seating in NX, TC-13-21 Vehicle Fuel Sales, and TC-16-21 Towing Yards are reflective of a growing city and the desire for certain services and amenities beyond the scope of the original Unified Development Ordinance.

As in fiscal year 2021, there was also an effort to continue updating the UDO in correlation to G.S. 160D, the comprehensive re-write of state statutes which enable cities and counties to apply zoning. TC-9-21 codified a process for reviewing and approving development agreements, while TC-10-21 outlined new rules pertaining to conflicts of interest and Board/Commission composition.

Lastly, changes were made to plan for and accommodate future Bus Rapid Transit (BRT) service. TC-4-21 created new street cross-sections which include dedicated bus lanes. TC-17A-20 established a Transit Overlay District or (-TOD). This zoning tool increases residential density in areas abutting BRT corridors and offers a height bonus for projects that include affordable housing. The overlay also precludes auto-centric uses and enforces stricter urban design standards.

C Comprehensive Plan Amendments

Part of the analysis of the Comprehensive Plan is to ensure accuracy of policy text and policy maps through regular review and maintenance. Amendments to the plan – from both staff and residents – were previously only considered twice a year except in conjunction with the adoption of area specific guidance. Applications are now accepted on a rolling basis. Eighteen (18) amendments to the plan received City Council action in whole or in part in the reporting period. Five (5) Comprehensive Plan amendments remain pending. One amendment filed and one amendment pending during the reporting period were withdrawn.



Table 4: Comprehensive Plan Amendments Status at end of FY22

CP Amendment Case Number	Status	Comp Plan Consistency
CP-1-21 Hodge Road	Withdrawn	Inconsistent
CP-2-21 Capital North	Pending	Consistent
CP-3-21 Economic Development Priority Map Update	Approved	Consistent
CP-4-21 Missing Middle	Approved	Consistent
CP-5-21 Area Plan Review Schedule	Approved	Consistent
CP-6-21 Future Land Use Map revisions	Pending	Consistent
CP-7-21 Common Oaks Drive at US-1	Approved	Consistent
CP-8-21 Rock Quarry Battle Bridge Policies	Approved	Consistent
CP-9-21 DHHS Site Street Plan	Withdrawn	Inconsistent
CP-10-21 Western Boulevard Corridor Study	Approved	Consistent
CP-11-21 Proposed Street at 6105 Chapel Hill Road	Approved	Inconsistent
CP-12-21 Southeast Special Study Area (SESSA) Amendments	Pending	Consistent
CP-14-21 Busway Street Section	Approved	Consistent
CP-15-21 High Frequency Transit Map	Approved	Consistent
CP-1-22 Dix Edge Amendments	Pending	Consistent
CP-2-22 Omnibus Amendments	Approved	Consistent
CP-4-22 Wyncote Drive, Peach Street, South Saunders Street	Approved	Consistent
CP-7-22 New Bern Station Area Planning	Pending	Consistent

Approved Amendments

CP-3-21 Economic Development Priority Map Update is an amendment to modify Map ED-1 "Priority Areas for Economic Development" and the accompanying text box on page 6-18 of the 2030 Comprehensive Plan. The proposal is to update the areas shown on Map ED-1 to reflect the most recent available and relevant data. The text box is proposed to be updated to allow parcels across the street from the displayed areas to be included as priority areas. Other criteria are also clarified.

CP-4-21 Missing Middle is a city-initiated request to the 2030 Comprehensive Plan to revise existing and add new policies that support the provision of "Missing Middle" housing – housing types such as duplexes, townhouses, and small apartments that provide housing choice while retaining the scale of detached houses. More broadly, it is intended to assist in removing barriers created by exclusionary zoning, improve affordability by allowing less expensive housing types in more places, and reduce per capita carbon emissions by allowing housing types that are significantly more energy efficient than detached houses. This amendment is a companion piece to TC-5-20, the UDO amendment to allow a broader range of housing types.

CP-5-21 Area Plan Review Schedule is a city-initiated request to amend Section 17.4 Small Area Studies in Section 17 Implementation of the 2030 Comprehensive Plan. The request would amend Policy IM 4.3 Existing Area Plans to establish a 10-year review schedule for existing adopted area plans, after which adopted plans would be reviewed for relevancy and may be removed or amended. The request also includes guidance on how to determine the relevancy of an adopted area plan.

CP-7-21 Common Oaks Drive at US-1 is a city-initiated request to amend Map T-1 Street Plan to remove the proposed 2-lane Avenue extension of Common Oaks Drive and to realign the proposed crossing of US-1 to align with Caveness Shops Drive in the Town of Wake Forest. The request would also reclassify Common Oaks Drive and Green Elm Lane from 2-lane Avenue Divided to 2-lane Avenue Undivided and amend Map T-5 Planned Interchanges and Grade Separation to adjust the location of the overpass.

CP-8-21 Rock Quarry Battle Bridge Policies is a privately initiated amendment to remove a traffic circle and change the recommended street types from to residential streets in the Area Specific Guidance for Rock Quarry Battle Bridge. The amendment also updated the associated map, AP-RB1.

CP-10-21 Western Boulevard Corridor Study is a city-initiated request to update the Comprehensive Plan with recommendations from the Wake Bus Rapid Transit (BRT): Western Boulevard Corridor study. The updates include 1) proposed policies and actions for a new area specific guidance section for the Western Boulevard Corridor that will guide its transformation into a transit-oriented, walkable, and sustainable corridor; 2) changes to the Area Plan map to include the Western Boulevard study area boundary; 3) new street sections proposed to enhance overall connectivity, eliminate gaps, and better connect the BRT corridor and surrounding neighborhoods; and 4) bikeway connections proposed to enhance the bike connectivity across the corridor and surrounding areas, promoting multimodal access and increased mobility choices.

CP-11-21 Proposed Street at 6105 Chapel Hill Road is a privately initiated amendment to the Street Plan (Map T-1) The proposal would remove a segment of a Proposed 2-lane Avenue, Undivided from Chapel Hill Road to a proposed extension of Edwards Mill Road designated as a 4-lane, Divided Avenue.

CP-14-21 Busway Street Section is an amendment to apply a new Busway Street (Transit Street) designation to Map T-1 "Street Plan" of the 2030 Comprehensive Plan. The Busway Street cross-sections are currently under City Council review via text change TC-4-21 "Transit Street Cross-sections." CP-14-21 proposes to designate the New Bern, Western, and Southern BRT corridors as Busway Streets to reduce conflicts between new development and BRT goals and to communicate the intended design of the BRT corridors. The proposed designations include 2-Lane, 4-Lane, and 6-Lane cross-sections depending on the local context.

CP-15-21 High Frequency Transit Map is a city-initiated amendment to the 2030 Comprehensive Plan to revise Map UD-1 Urban Form Map. The changes involve designating a "Frequent Transit Area" that is

within a half-mile of BRT routes and a quarter mile of non-BRT transit routes. Frequent transit is defined as transit with less than 15 minutes between buses or trains during peak hours. The "Frequent Transit Area" renames and expands the existing "Core Transit Area" by also including non-BRT frequent transit routes in addition to BRT routes. It also would more clearly recommend an urban approach to frontage in order to improve walkability. The purpose of the change is to provide policy support for regulatory changes that would allow more people to live and to work in areas served by frequent transit; and to improve walkability in areas served by high levels of transit. The amendment is a companion piece to text change TC-20-21, which would modify the Unified Development Ordinance to better support "missing middle" housing types such as duplexes, townhouses, and small apartments in areas near frequent transit. That change also would allow additional building height – to a total of five stories – for housing and employment-generating uses in existing mixed-use areas near frequent transit.

CP-2-22 Progress Report Omnibus Amendments included clerical changes to the Comprehensive Plan to adjust action items in the Plan to keep them relevant and up to date. This amendment has historically been adopted every year in line with policy guidance for staff to prepare and publish an annual, easy-to-digest report on Comprehensive Plan progress, including key accomplishments, critical issues, and key implementing agencies. Proposed changes to action items are all one of the following: Removal of an implemented or obsolete action item; replacement of an action with a policy; or a minor change in action item content (title, description, time frame, or responsible agency).

CP-4-22 Wyncote Drive, Peach Street, South Saunders Street is an amendment to remove a proposed extension of Wyncote Drive from Map T-1 "Street Plan." This is an external application associated with a pending development plan, which proposes 115 dwelling units. The subject property was rezoned in 2018. The extension would continue the south end of Wyncote Drive across Peach Road to meet S. Wilmington Street.

Withdrawn Amendments

CP-1-21 Hodge Road was a citizen-initiated Comprehensive Plan amendment proposal to amend the 2030 Comprehensive Plan, Map LU-3: Future Land Use, from Rural Residential and Low Density Residential to the categories of Medium Density Residential, Moderate Density Residential, and Neighborhood Mixed Use for an assemblage of parcels totaling approximately 500 acres along Hodge Road and the Neuse River. Additionally, the proposed amendment would amend the 2030 Comprehensive Plan, Map T-1: Street Plan, to change Hodge Road from a four-lane, divided avenue to a two-lane, divided avenue from its intersection with Poole Road through to the future connection with Auburn Knightdale Road. The proposal was withdrawn by the applicant on December 15, 2021.

CP-9-21 DHHS Site Street Plan was a proposal to amend Map T-1 "Street Plan" to remove two proposed segments west of Blue Ridge Road between Reedy Creek Road and District Drive. The segments requested to be removed are proposed to be constructed as Avenue 2-Lane, Undivided. The amendment was withdrawn on August 24, 2022, at the request of the applicant.

Pending Amendments

CP-2-21 Capital North contains several amendments recommended from the Capital North Corridor Plan. The corridor plan is a guide for future growth and public investments in the area of Capital Boulevard between I-440 and I-540. Key recommendations of Capital North include (1) supporting local businesses and residential communities so that Capital North can continue to provide a wide range of economic and housing opportunities and retain its diverse cultural character; (2) converting Capital Boulevard to a Multi-way Boulevard in the area between I-440 and I-540 by creating separate lanes for local and regional traffic and constructing interchanges at most major cross streets; (3) recommending that the Multi-way Boulevard be constructed to accommodate dedicated lanes for buses in anticipation of future Bus Rapid Transit (BRT) service; (4) focusing new development around four Multimodal Districts to more fully utilize street and transit investments; and (5) prioritizing bicycle and pedestrian facilities to enhance safety and comfort for nonmotorized travel and improve access

to transit service. The amendment includes: (1) the addition of a new area plan for Capital North in the Area Specific Guidance section; (2) changes to Map T-1 Street Plan, Map T-2 Planned Transit Facilities, Map T-3 Planned Bicycle Facilities, and Map T-5 Planned Interchanges and Grade Separations. The planning process included dozens of public input opportunities and aimed to set a high standard for inclusivity.

CP-12-21 Southeast Special Area contains new guidance for the Southeast Study area, which would be added to the Area-Specific Guidance section. The guidance consists of 18 recommended Comprehensive Plan policies and 18 recommended Implementation actions and establishes implementation priorities. The Comprehensive Plan amendments also include changes to Map LU-3 (Future Land Use), Map T-5 (Planned Interchanges and Grade Separations, Map UD-1 (Urban Form), Map F-2 (Growth Framework), and Map AP-1 (Area Specific Guidance).

Trends in Comprehensive Plan Amendments

Of the 11 amendments approved, nine were city-initiated. Of the remaining three that were initiated privately, two were Street Plan amendments and one was an amendment to the Rock Quarry-Battle Bridge Area Plan. City-initiated amendments included two Street Plan amendments (CP-7-21, CP-14-21), two map updates (CP-3-21, CP-15-21), a corridor study (CP-10-21), a review schedule for Area Plans (CP-5-21), an omnibus amendment oriented toward monitoring and documentation (CP-2-22), and the Missing Middle amendments (CP-4-21).

D Emerging Issues

Each year, staff reviews current trends that may impact the 2030 Comprehensive Plan. General maintenance of the plan is important; examination and inclusion of recent trends keeps the plan relevant. City Council has funded an update the 2030 Comprehensive Plan that will address many emerging issues, including:

Transit-Oriented Development

The Wake County Transit Plan, approved by voters and adopted in 2016, programmed a total investment in transit expansion of approximately \$2.3 billion in the first 10 years of implementation, from 2018 through 2030. The plan calls for a bus rapid transit system with routes radiating from downtown north, south, east, and west; The city has adopted policies within the last few years to encourage and incentivize transit-supportive land uses, such as increasing allowable density, affordability bonus, allowing a range of uses to encourage mixed use development pattern.

On October 5, 2021, City Council adopted TC-17A-20, which modified the Transit Overlay District (TOD) to encourage affordable housing and employment uses, and to require high-quality public spaces that make it comfortable to walk to and from the bus service. Changes to the TOD include (1) permitting apartments and townhomes in the R-4 and R-6 districts; (2) allowing additional building height when certain thresholds are met. For example, if at least 20% of residential units in the additional stories are designated for affordable housing. On October 10, City Council authorized a city-initiated rezoning process to apply the TOD to properties along the Western and Southern BRT routes.

On May 10, 2022, City Council adopted CP-15-21, an amendment to the Urban Form Map that designates 'Frequent Transit Areas' along the Western, Southern, New Bern Avenue and Northern (Capital) BRT corridors, along with related language to support the goals of Missing Middle housing in accordance with the text change TC-20-21, which provides for additional building height (up to 5 stories) in return for including affordable housing and to facilitate a broader range of housing type in areas near frequent transit.

The Western Boulevard Corridor Study and associated Comprehensive Plan amendments (CP-10-21) were approved on June 7, 2022. The addition of a Transit Overlay District to the Western Boulevard BRT (Z-18-22) and the Southern BRT corridors (Z-19-22) was initiated during this reporting period and on June 28, 2022, the Planning Commission recommended approval. A public hearing was scheduled for July 5, 2022.

The New Bern BRT Corridor project is, in terms of planning and design, the most advanced of the four BRT corridors in Wake County, originating with the New Bern Avenue Corridor Study in 2012. The New Bern Avenue Corridor was evaluated further through the Wake Transit Plan Major Investment Study (MIS) which was completed in 2018, and final design of the corridor was completed in 2020. As of this reporting period, the project is in the right-of-way acquisition phase, and construction is scheduled to begin in 2023. The New Bern Station Area project, which will culminate in the adoption of a Transit Overlay District for the New Bern Corridor, anticipated in spring 2024.

In the last year, over half of all approved rezoning requests (31 out of 58, or 53.4%) were located within Frequent Transit Areas (26), Transit Overlay Districts (2), or along Transit Emphasis Corridors (3).

Updating the Comprehensive Plan

The 2030 Comprehensive Plan was adopted in 2009. An update was adopted in 2019. Policy recommends reviewing and updating the plan's Vision and Themes every two years and a new Comprehensive Plan 2050 is anticipated in the next five years. Several issues will be at the forefront of the next update to the Comprehensive Plan:

- **Coordination with Strategic Plan.** At the time of its initial adoption, Raleigh did not have a citywide strategic plan. Adopted in 2015, the Strategic Plan outlines a five-year program of goals, objectives, and milestones to achieve. Updates to both the Comprehensive Plan and the Strategic Plan will be aligned. Specific considerations are the impact of changes state annexation law to local development policy, and the merits of administrative review of development compared to legislative review.
- **Greater specificity of policies that address stormwater, community character, and transportation infrastructure.** These three domains often see the greatest impact from changes in land use and new development. Additionally, clearer policy guidance would improve the management of these impacts.
- **Data driven policy evaluation.** Additional metrics to assess the impact of comprehensive planning policies will help the city better evaluate both development processes and outcomes. This is key

to ensuring the city is on track to meet the Comprehensive Plan's stated Vision, Themes, and Goals. Metrics to assess the impact of housing and transportation policy are a priority.

- **Citywide infrastructure sufficiency.** As Raleigh expands at the edges of its jurisdiction, and as more infill development occurs, the city must plan for expanded public infrastructure and community services to accommodate new growth.
- **Changes to transportation and land use policy.** Updates to the Comprehensive Plan will address the citywide implementation of Bus Rapid Transit (BRT) service and will include an updated map of planned transit facilities. Revised policies will align with the Wake BRT Plan and individual BRT corridor studies and station area plans. Public transportation policies should be evaluated to ensure that goals for transit-oriented development and citywide transit service are met. Transit plans may also warrant amendments to Comprehensive Plan's Growth Framework and policies related to urban form. Updates will also include an evaluation of the city's street plan, potentially reducing width on streets that are currently overdesigned for their current level of use and misaligned with goals for multimodal safety and connectivity.
- **Creating a new community profile.** The update to the Comprehensive Plan will necessarily include updated demographic and other community indicator information. The city would like to explore ways to make this data updated more regularly and accessible to the public with improved data visualizations and interactive websites.
- **Improving equity in process and outcomes.** As part of the update, the Comprehensive Plan will be evaluated for its role in perpetuating racial inequity and for its potential to promote racial equity as Raleigh seeks to "dismantle the policies and systems that have created and sustained [racial] inequities [that] are costly and limit positive outcomes and quality of life for all of us."¹ An equity evaluation is an opportunity to substantiate calls for increased racial equity by both City of Raleigh residents and by City of Raleigh officials. The goal of this component of the update is to build a set of Comprehensive Plan policies and actions that address gaps in racial equity by amending policies and actions that may exacerbate existing racial inequities or cause undue burden on people of color, amending policies and actions that may perpetuate previously established racial inequities in the city and amending policies and actions that may generate new racial inequities through development regulations, departmental procedures, and legislative actions.

¹ <https://raleighnc.gov/equity-and-inclusion>



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